BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND

AIR FORCE INSTRUCTION 13-203

AIR FORCE MATERIEL COMMAND
Supplement 1

24 MARCH 1998

Space, Missile, Command and Control

AIR TRAFFIC CONTROL

HOLDOVER
"The basic publication has changed; impact on supplemental information is under review by the OPR. Users should follow supplemental information that remains unaffected."

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

OPR: HQ AFMC/DOAC
(MSgt Steven W. Peden)
Supersedes AFI 13-203/AFMCS 1, 16 Aug 96

Certified by: HQ AFMC/DOA
(Col William E. Goodwin)
Pages: 17
Distribution: F

This supplement applies to AFMC activities that operate or administer an air traffic control (ATC) or navigational aid facility, and includes the operation of a Radar Control Facility (RCF). It does not apply to the Air National Guard or US Air Force Reserve units and members except as outlined in memorandums of understanding. Base-level supplements to this directive require MAJCOM approval and must be forwarded to HQ AFMC/DOA.

SUMMARY OF REVISIONS

Changes are too numerous to list individually, review the entire supplement.

AFI 13-203, 13 February 1998, is supplemented as follows:

1.1.4.2.1.4. Detailed radar and video map and alignment procedures must be included in the appropriate ready reference file or equipment checklist to include:

- Method for checking range/azimuth of permanent echo's, T-shaped symbols, and Symbols depicting permanent echo's (carrots)
- Azimuth and distance values of permanent echo's (as they appear on Commissioning/special flight check report)
- Tolerance for T-shaped symbols (see applicable T.O.)
- Tolerance values for symbols depicting permanent echo's (carrots- See AFM 13-215, maximum tolerance is 1.7 degrees)

- Designed range scale of each video map

1.1.4.2.1.5.(Added) CCTLRs will define responsibilities and functions of each operating position in a facility Operating Instruction (OI).

1.1.13. The AOF/CC will appoint an alternate TERPS specialist and include duties and responsibilities in the appointment letter.

1.1.13.2.4. Computes revised visibility minima, IAW AFMAN 11-230, A5.9, item 29, for approach light out conditions, and ensure they are published on the approach plates.

1.1.13.2.17. Revised procedures requiring environmental assessments are those in which the ground track and/or altitudes are changed.

1.5.6. AOF/CCs will provide HQ AFMC/DOAC the position information about their facilities for publication in AFMC Sup 1 to include:

- Weekdays - Each facility's specific positions and specific number of hours required to be staffed.
- Weekends - Each facility's specific positions and specific number of hours required to be staffed.

Note: As Needed" will not meet this requirement. AOFs will notify AFMC/DOAC immediately when these staffing requirements permanently change.

1.5.6.1. (Added) See Attachment 19, AFMC Individual Base Facility Staffing Requirements.

2.7.3. (Added) CCTLRs with recorder responsibility shall establish procedures for recorder operation. Procedures must identify responsibilities for changing tapes and performing operational checks. Check tapes periodically for wear and recording quality and replace as necessary. Additionally, the responsible CCTLR must establish alternate procedures for recording time when the primary time source is inoperative. Facilities with DVRS or locally purchased recording devices must have procedures that meet these minimum standards in terms that are applicable to those systems.

2.11.1.1. At tower facilities without a radar/tower coordination system, procedures must be established in an appropriate LOP/LOA that ensures tower controllers receive this information normally 15 flying miles from the runway.

2.12. At tower only locations, procedures that ensure this requirement must be contained in LOP/LOA with the radar facility when FAA facilities provide these services.

2.20.5. (Added) Reporting ATCALS Interruptions and Malfunctions. The AOF/CC establishes procedures, in a LOP for, reporting ATCALS interruptions, malfunctions, and provide maintenance personnel response times/actions. Report electromagnetic interference to ATCALS according to AFI 10-707, Spectrum Interference Resolution Program.

2.21.2.2. (Added) Policy for Correcting Snow Effects on ILS Glide Slopes:

2.21.2.2.1. (Added) 2.21.2.2.1. (Added) Theory. The ILS glide slope depends on a smooth level ground plane to properly develop the signal. Three basic antenna configurations compensate for ground plane irregularities: null-reference (NR), capture effect (CE), and sideband-reference (SBR). Snow accumulation has the general effect of raising the ground plane, which causes the glide angle to increase. On NR and CE configurations, the glide slope angle can theoretically increase 0.08 to 0.1 degree per foot of snow for glide angles of 2.5 and 3.0 degrees, respectively. On SBR systems the glide angle can increase from 0.16 to 0.22 degrees per foot of snow, water content, drifting aspects, etc. Under certain rare snow conditions the angle may slightly decrease on SBR configurations. The near field monitor (NFM) is more sen-

sitive to snow accumulation and will alarm and remove the glide slope from service long before affecting the glide angle.

2.21.2.2.2. (Added) NR and CE Policy. Remove the glide slope from service when the NFM alarms during or after snow or ice conditions and the ATC facility with the RSI is unable to clear the alarm.

2.21.2.2.2.1. (Added) Remove snow or ice from antennas, field detectors, and the NFM reflection area to clear the NFM alarm. The NFM reflection area is that trapezoid area 50 feet wide at the ILS glideslope mast expanding to 87.5 feet wide at the NFM.

2.21.2.2.2.2. (Added) The far field glide slope reflection area is that trapezoid area 87.5 feet wide at the NFM to 200 feet wide, 1,000 feet (1,200 feet for glide slope angles less than three degrees) from the glide slope mast in the direction of the middle marker. If this area does not contain abrupt snow banks or drifts, and:

2.21.2.2.2.2.1. (Added) The snow accumulation is less than 18 inches and personnel clear the alarm, return the facility to normal service.

2.21.2.2.2.2.2. (Added) The snow accumulation is 18 inches or greater in the far field, request a special flight inspection. The glide slope may remain in service, pending the flight inspection, if personnel clear the monitor alarm and local aircraft makes a satisfactory flyability check. The flyability check should determine acceptability of the rate of descent and smoothness of the glide slope during an ILS approach. The special flight inspection must verify glide slope angle and structure. If no problems exist, other than a high glide slope angle, the glide slope may remain in service at the discretion of the Ops Gp/Air Base Wing commander.

2.21.2.2.2.3. (Added) Sideband Reference Policy. If the NFM alarms during or after snow or ice accumulation, or if snow accumulates in the glide slope reflection area to one foot or more, remove the glide slope from service.

2.21.2.2.2.3.1. (Added) Remove snow and ice from antennas, field detectors, and the NFM counterpoise.

2.21.2.2.2.3.2. The far field glide slope reflection area is the trapezoid area 87.5 feet wide at the NFM to 200 feet wide, 800 feet (1,000 feet for glide slope angles less than three degrees) from the glide slope mast in the direction of the middle marker. If this area does not contain abrupt snow banks or drifts, and:

2.21.2.2.2.3.2.1. (Added) The snow accumulation is less than 12 inches and personnel clear the alarm, return the facility to normal service.

2.21.2.2.2.3.2.2. (Added) The snow accumulation is 12 inches or greater in the far field area, request a special flight inspection. The glide slope may remain in service, pending the flight inspection, if personnel clear the monitor alarm and local aircraft makes a satisfactory flyability check. The flyability check should determine the acceptability of the rate of descent and smoothness of the glide slope during an ILS approach. The special flight inspection must verify glide slope angle and structure. If no problems exist, other than a high glide angle, the glide slope may remain in service at the discretion of the Ops Gp/Air Base Wing commander.

2.21.2.2.3. (Added) Drifting Effects. When abrupt snow banks or drifts exist in the far field, they could affect glide slope structure. Under these conditions, even when the snow depth is less than prescribed limits, conduct a flyability check before continuing operation of the glide slope. Request a special flight inspection or remove or compress the snow in the far field if results of the flyability check are unacceptable.

2.21.2.2.4. (Added) Increased Glide Slope Angle or Unacceptable Flyability. If increased glide slope angle or flyability is unacceptable, the Ops Gp/Air Base Wing commander must have the snow removed or compressed in the far field.

2.21.2.2.5. (Added) Additional Caution. Complete snow removal in the far field without developing abrupt snow banks.

2.30. (Added) Cellular Phones. The use of cellular phones in IFR rooms/tower cabs is prohibited, unless for official government business or the use is identified as a means of primary/alternate communications for ATC coordination purposes in an LOP.

2.31. (Added) Distractions such as, but not limited to card games, televisions, radios, and video games, are not normally appropriate in ATC control towers and radar facilities.

3.5. Authorization for towers to provide separation services, using the DBRITE other than those prescribed in FAAO 7110.65 and FAAO 7210.3, shall be supported by a staff study prepared by the requesting facility and forwarded to HQ AFMC/DOA for review. HQ AFMC/DOA will forward request to HQ AFFSA/XA for waiver consideration. The staff study must include the following, as a minimum:

- A determination of operational needs
- Why the associated radar facility cannot satisfy the operational need
- Operational benefits
- Operational impact
- Procedures to be used in the event the DBRITE is inoperative
- Radar training
- Maintenance support/restoration requirements
- Additional staffing requirements
- Concurrence of the OG/CC
- The measures taken to ensure the local controller's ability to satisfy the FAA's air traffic responsibilities regarding aircraft operating on the runways or within the surface area is not impaired.

3.11. (Added) Repair of Defective Control Tower Glass.

3.11.1. (Added) Upon discovering any defective control tower glass, immediately notify the base civil engineer and submit a work order requesting repair or replacement.

3.11.2. (Added) If, in the opinion of the AOF commander, the damage constitutes a potential hazard to flight operations, request the base flying safety officer verify the hazard.

3.11. 3.11.2.1. (Added) Upon verification, the AOF commander will immediately inform the base civil engineer that a flight safety hazard exists and request glass repair is made in the most expeditious manner.

3.11.3. (Added) Make control tower glass problems an agenda item at the first base Airfield Operations Board (AOB) meeting following the damage. Ensure the base AOB monitors the glass problem until repair is completed.

5.1. Exercises involving the use of combat controllers in AFMC facilities require a Letter of Agreement between the ATC unit and the exercising agency.

5.5. Reduced Runway Separation (RRS). Wings may authorize RRS to maximize runway acceptance rates. The OG/CC will establish procedures based on the guidelines below:

- Deployed aircraft are authorized RRS if a letter of agreement is signed between the host wing and deployed unit. Host wings will ensure detailed briefings are conducted prior to local flying.
- Tenant units may accept host base RRS standards that are not less than specified in Attachment 17.
- The OG/CC will ensure assigned military aircrews and supporting air traffic controllers are thoroughly familiar with authorized RRS standards. Any aircrew or controller may refuse reduced separation. When RRS is refused, FAAO 7110.65 standards apply.

5.5.2. (Added) RRS is authorized at AFMC bases IAW AFMC Sup 1, Attachment 17.

5.5.2.1. (Added) Any deviations that are less restrictive than RRS standards above require approval from HQ AFMC/DO.

5.9. (Added) Civil Use of ATC Facilities Permit civil aircraft to make low approaches to an Air Force runway if the Ops Gp/Air Base Wing commander concurs. Establish procedures in an LOP.

5.10. (Added) Jettisoning External Stores Controllers may assist aircraft in reaching an external stores drop area. Define controller assistance in an LOP, and limit to:

- A description of the drop area.
- (RADAR ONLY) Radar vectors to the area and an advisory on entering and leaving. Controllers do not determine the exact time or point to release stores.
- Instructions or clearance to the area if radar is not available.

5.11. (Added) Using AFMC Facilities by a Federal Law Enforcement or Security Agency Approve written requests by a federal law enforcement or security agency to use AFMC ATC facilities (communications, radar positions, etc.), when possible. HQ AFMC and Ops Gp/ABW OPRs will coordinate specific ATC requirements for drug support. Establish detailed procedures in an LOP.

5.12. (Added) Airfield Flight Operations will be IAW AFI 13-213 & AFMC/Sup 1

5.13. (Added) Practice Instrument Approaches.

5.13.1. (Added) VFR aircraft practicing instrument approaches at the approach control's primary airport shall be provided IFR separation in accordance with FAAO 7110.65, Chapter 4, Section 8.

5.13.2. (Added) IFR separation to VFR aircraft in accordance with FAAO 7110.65, Chapter 4, Section 8, shall be provided to all secondary airports under the approach control's jurisdiction to the extent possible within existing resources.

6.2. Tower static board training programs.

6.3.1.2.4. Tower static board scenario problems that support training or serve as a device to measure standards.

6.3.3.1. TERPS TCGs is developed.

6.7.5.8. (Added) Retain scenario performance of all controllers in position qualification training until they progress to the next block of training. This may be accomplished on the ATCTD system or through printed paper copies.

6.7.7. (Added) Tower CCTLRs must ensure a comprehensive static board scenario program is developed, administered, and maintained.

6.7.7.1. (Added) The tower static board scenarios may be used to supplement evaluation procedures to evaluate those skills not observed with live traffic (e.g., tasks controllers do not routinely perform).

6.7.7.2. (Added) Outline procedures for tower static board scenarios in the CDP OI. The CCTLR, with CATCT/TSN support, must:

- Incorporate scenarios into the appropriate position certification guide.
- Develop a sufficient number of realistic scenarios that meet or exceed normal traffic levels and complexity. Stress areas or position tasks controllers are not routinely required to perform.

6.11. Proficiency testing will be closed book, proctored test by the CSE/TSN or their assistants.

6.11.2. (Added) CCTLRs must establish procedures for controllers returning from TDY's, DNICs, and leaves of over 30 days to receive training missed during their absence. These procedures should ensure that all new procedures or operations are thoroughly reviewed and trained prior to actively controlling traffic or supervising facility operations unmonitored.

6.12.14. (Added) MSAW altitude review - conduct annually. TR: Local data from TERPS

6.16. Forward TRB minutes to HQ AFMC/DOAC for review NLT 10 working days after the board meets. Minutes should provide the minimum information:

- Status of personnel in 3 level task evaluation:
- Name, Rank, date started training, brief description of training, (weather cert. complete, indoctrination package complete, etc.).
- Status of personnel in 5 level upgrade training:
- Name, rank, date started upgrade training, date started position training, positions rated in, position in training for, block of PCG (3/6), brief description of training to include CDC progression.
- Status of personnel in 7 level upgrade training:
- Name, rank, date started upgrade training, block of craftsman TCG (3/6), brief description of training.
- Status of personnel in qualification training:
- Name, rank, date started training, date started position training, position rated in, position in training for, block of PCG (2/8), brief description of training. Address dual qualification training.
- Status of personnel in management qualification training:
- Name, rank, date started training, facility(s) rated, management position in training for, block of TCG (3/9), brief description of training/projects and AT-M progression if applicable. Include officer training: Name, Rank, date arrived on station, date started training, position in training for, block of PCG (3/7), brief description of training. Include AT-M-10 (AT-M-11 when published) start date and progression.
- Proficiency Training
- Pro-Time
- Status of air traffic staff and controller force proficiency for the month.

Ex. Eligible	Tested	Average Score	Not Tested	Faiure
18	15	90	3	1

- Status of personnel: edits, stop training, suspensions, specials, and withdrawals:

Include rank, name, brief narrative of circumstances, and status of actions taken.

Note: Include controllers who are working outside the career field.

- Status of ATCTD: (Address hours used, down time, problems with, and scenario development)
- Status of Controller Development Program (CDP): PCG, TCG, and GCG development, MDS, status of CDP reviews and updates, controller cockpit orientation, indoctrination training, training classes, trends from pro-tests, training OI updates and reviews, annual training (weather, etc..), combat skills training, and other pertinent training materiel.
- Status of Records Review: Briefly describe status of records review.

6.18.2. CATCT/TSN and facility CCTLR must review and sign all training evaluations.

6.20. Only HQ AFMC/DOAC can defer AFJQS 1C1X1-002 Section 2, TERMINAL INSTRUMENT PROCEDURES (TERPS) tasks. AOF/CC will submit in writing a letter to HQ AFMC/DOAC requesting deferment and a brief justification of the deferred tasks.

9.1.1. (Added) AOF/CC, CCTLR or ATC Examiner will immediately suspend all certifications of a controller who has been recommended for withdrawal from ATC.

10.2.5. (Added) Units will submit waiver renewal requests for procedural or operational issues to HQ AFMC/DOA 150 days prior to waiver expiration dates. NOTE: 120 days for HQ AFFSA/FAA processing and 30 days for HQ AFMC/DOA review and coordination.

10.5.6. (Added) Number operating instructions according to subject series. Refer to AFI 37-160, Vol. 6, The Air Force Publications and Forms Management Programs--Numbering Publications.

10.5.7. (Added) Temporary ATC instructions, written by ATC management, expire after 120 days and must be incorporated in LOPs if instructions are still valid.

10.6. Forward current indexes to HQ AFMC/DOAC in February of each year.

11.1. All air traffic control facilities will retain AF Form 3616, Daily Record of Facility Operations and AF Form 3626, Position Log for one year.

11.1.3. CCTLRs determine whether to use one form per day or one form per shift. CCTLRs must review and initial each form daily. Provide written comments on the form or, if appropriate, attach a "memo for record" to the form citing entries, which require follow-up action.

11.5.3. (Added) During duty hours (0730-1700, Eastern Standard Time), telephonically notify HQ AFMC/DOAC, DSN 656-0059, commercial (937) 656-0059, of all aircraft mishaps and HATRs using the format in Attachment 18. During non-duty hours, telephonically notify 88 ABW Command Post, DSN 787-6314/6315, of HATRs and aircraft mishaps addressing Items 1 through 7 and Item 13 contained in Attachment 18.

16.1. The base will appoint a point of contact (POC) for the Air Traffic Control and Landing Systems (ATCALS) Review Committee. The POC will provide HQ AFMC/DOAT the most current information and status of all ATCALS programs and issues that are in direct support of the ATC mission; e.g., Tower, RAPCON, and RCF. The following information is required:

- *Facilities commissioned or decommissioned.
- *Status of active and proposed communications-computer programs.
- *Allied support status of any programs/projects.
- *Special problems, facilities or areas.
- *Funding issues.
- *Status of new or proposed ATC military construction program projects.
- *Any other ATCALS programming issues/concerns.

Attachment 18 18

MEMORANDUM OF UNDERSTANDING (MOU)
BETWEEN AIR FORCE MATERIEL COMMAND (AFMC)
AND
AIR COMBAT COMMAND (ACC)
AIR EDUCATION & TRAINING COMMAND (AETC)
US AIR FORCES in EUROPE (USAFE)
PACIFIC AIR FORCES (PACAF)
AIR FORCES RESERVES (AFRC)
AND
AIR NATIONAL GUARD (ANG)

This MOU defines reduced runway separation (RRS) standards that may be used at AFMC bases and applied between AFMC, ACC, AETC, USAFE, PACAF, AFRC, and ANG aircraft. This MOU supersedes the previous MOU, effective 18 Apr 95.

1. HQ AFMC authorizes the use of the following RRS standards to maximize runway acceptance rates at AFMC bases. Operations Group (Ops Gp)/Air Base Wing (ABW) Commanders will establish procedures based on the following:

1.1. RRS is authorized at AFMC bases and may be applied to base-assigned AFMC, ACC, AETC, AFRC, and ANG aircraft. Additionally, transient/deployed aircraft belonging to AFMC, ACC, AETC, USAFE, PACAF, AFRC, and ANG may be authorized RRS. RRS standards will be published in the base airfield operation instruction. If RRS is authorized for transient aircraft the RRS standards must also be published in the IFR supplement. The Airfield Operations Flight Commander will ensure RRS procedures are published in the base airfield operation instruction and, if applicable, the IFR supplement. RRS is NOT authorized for any Non-USAF aircraft. Forward RRS procedures to HQ AFMC/DOA.

1.2. RRS is not authorized between fighter and trainer aircraft. Exception: Ops Gp/ABW Commanders may authorize RRS between base-assigned AFMC owned fighter and trainer aircraft.

1.3. The minimum RRS is 3,000 feet between similar fighter/fighter or trainer/trainer aircraft except between T-1A aircraft. The minimum RRS is 6000 feet between T-1A/T-1A aircraft, dissimilar fighter/fighter or trainer/trainer aircraft. Formation landings (aircraft landing side-by-side) require 6,000 feet separation ahead and behind. From sunset through sunrise, 6,000 feet is required between all aircraft. Tower controllers must be able to determine distances by suitable landmark references.

NOTE: Similar aircraft means the same airframe; i.e., F-15 to F-15, F-16 to F-16. Base-assigned AFMC owned F-5 and T-38 aircraft may be considered similar aircraft.
1.4. The following similar fighter/fighter or trainer/ trainer operations are authorized 3,000 feet RRS (DAYTIME ONLY):

- Full stop behind full stop/low approach/tough and go.
- Touch and go behind a touch and go/low approach.
- Low approach behind low approach.

1.5. The following similar or dissimilar fighter/fighter or trainer/trainer operations are authorized 6,000 feet RRS:

- Full stop behind full stop.
- Touch and go behind full stop (DAYTIME & VFR ONLY).
- Low approach behind full stop.
- *Full stop behind low approach/touch and go.
- *Touch and go behind touch and go/low approach.

*NOTE: The asterisked separation standards above are authorized by FAAO 7110.65, Chapter 3 and are not RRS standards. This information is included for clarity.

1.6. Pilots are responsible for maintaining at least 500 feet separation when over-flying aircraft on the runway.

1.7. Pilots are responsible for wake turbulence separation unless ATC actions reduce pilot-achieved spacing.

1.8. RRS may not be applied when:

- Emergency aircraft are involved.
- Aircraft are cleared for the option.
- The runway condition reading (RCR) is less than 14.
- The weather is IFR.
- The tower supervisor or local controller determines that safety of aircraft will be jeopardized.
- The runway surface condition is wet.

1.9. It is ultimately the pilot's decision to accept or reject RRS. Pilots must inform air traffic control (ATC) as soon as possible if RRS can NOT be accepted so ATC can adjust sequencing as necessary.

1.10. Any deviations that are less restrictive than RRS standards above require approval from HQ AFMC/DO.

//Signed//
HQ AFMC/DO

//Signed//
HQ ACC/DO

//Signed//
HQ AETC/XO

//Signed//
HQ AFRC/DO

//Signed//
NGB/XO

Attachment 19

HATR/AIRCRAFT MISHAP REPORT

RCS: HAF-SE(AR)7602

A19.1. (Added-AFMC) Location**.**

A19.2. (Added-AFMC) Date/Local Time.

A19.3. (Added-AFMC) Call Sign(s) of Aircraft Involved.

A19.4. (Added-AFMC) Type Aircraft Involved.

A19.5. (Added-AFMC) Air Traffic Services Utilized (*i.e., Tower, RAPCON, PAR, TACAN, ILS, etc).*

A19.6. (Added-AFMC) ATCALS Status.

A19.7. (Added-AFMC) Name of Individual Reporting HATR/MISHAP.

A19.8. (Added-AFMC) Were Control Instructions Recorded and Readable.

A19.9. (Added-AFMC) Was a Watch Supervisor or Senior Controller on Duty? Include Actions at Time of Occurrence.

A19.10. (Added-AFMC) Number of Qualified/Skilled Controllers.

- SCHEDULED FOR DUTY:
- ON DUTY:
- IN POSITION:

A19.11. (Added-AFMC) Reported Weather at Time of Occurrence.

A19.12. (Added-AFMC) Number of Personnel Injuries/Fatalities (if known).

A19.13. (Added-AFMC) Brief Narrative of Event:

Attachment 20

MINIMUM STAFFING REQUIREMENTS BY FACILITY, POSITION AND BASE (AFMC)

412 OSS - EDWARDS CONTROL TOWER			
WEEKDAYS	TOWER	Watch Supervisor	10.5 hours
		Local Control	24 hours
		Flight Data	24 hours
		Ground Control	10.5 hours
WEEKEND	TOWER	Local Control	24 hours
		Flight Data	24 hours

72 OSS- TINKER CONTROL TOWER			
WEEKDAYS	TOWER	Watch Supervisor	13 hours
		Local Control	24 hours
		Flight Data	24 hours
		Ground Control	13 hours
		CT	8 hours
WEEKEND	TOWER	Local Control	24 hours
		Flight Data	24 hours

75 OSS - HILL CONTROL TOWER			
WEEKDAYS	TOWER	Watch Supervisor	16 hours
		Local Control	16 hours
		Flight Data	16 hours
		Ground Control	16 hours
		CT	10 hours
WEEKEND	TOWER	Local Control	16 hours
		Ground Control	10 hours
		Flight Data	16 hours
		CT	1 hour

76 OSS - KELLY CONTROL TOWER			
WEEKDAYS	TOWER	Watch Supervisor	12 hours
		Local Control	24 hours
		Flight Data	24 hours
		Ground Control	12 hours
WEEKEND	TOWER	Watch Supervisor	8 hours
		Local Control	24 hours
		Flight Data	24 hours

77 OSS - McCLELLAN CONTROL TOWER			
WEEKDAYS	TOWER	CT	8 hours
		Local Control	16 hours
		Flight Data	16 hours
		Ground Control	8 hours
WEEKEND	TOWER	Local Control	16 hours
		Flight Data	16 hours

78 OSS - ROBINS CONTROL TOWER			
WEEKDAYS	TOWER	Watch Supervisor	8 hours
		Local Control	24 hours
		Flight Data	24hours
		Ground Control	16 hours
WEEKEND	TOWER	Local Control	24 hours
		Flight Data	24 hours

DET 1, 46 TG - WHITE SANDS MISSIBLE RANGE MRU			
WEEKDAYS	MRU	Watch Supervisor	8 hours
		Mission Control	19 hours
		Mission Assist	8 hours
		Flight Data	6 hours
WEEKEND	MRU	Mission Control	6 hours
		Mission Assist	5 hours
		Flight Data	1 hour

46 OSS - EGLIN CONTROL TOWER			
WEEKDAYS	TOWER	Watch Supervisor	14 hours
		Local Control	24 hours
		Flight Data	24 hours
		Ground Control	12 hours
		CT	8 hours
WEEKEND	TOWER	Watch Supervisor	6 hours
		Local Control	24 hours
		Flight Data	24 hours
		Ground Control	0
		CT	0

46 OSS - DUKE FIELD CONTROL TOWER			
WEEKDAY	TOWER	Local Control	24 hours
		GC/FD	16 hours
WEEKEND	TOWER	Local Control	12 hours
		GC/FD	12 hours

46 OSS - EGLIN RADAR CONTROL FACILITY (ERCF)			
WEEKDAYS	ERCF	Watch Supervisor	16 hours
		North Approach Asst.	16 hours
		North Approach	16 hours
		South Approach	24 hours
		South Approach Asst.	16 hours
		Arrival Asst.	16 hours
		Arrival	16 hours
		North Arrival Asst.	16 hours
		North Arrival	16 hours
		RFC	16 hours
		CI	16 hours
		CA	16 hours
		Range Director	16 hours
		Clearance Delivery	24 hours
		VFR	16 hours
		Water Mission	16 hours

		Water Mission Asst.	8 hours
		Land Mission	24 hours
WEEKEND	ERCF	Watch Supervisor	16 hours
		North Approach Asst.	16 hours
		North Approach	16 hours
		South Approach	24 hours
		South Approach Asst.	16 hours
		North Arrival Asst.	8 hours
		North Arrival	8 hours
		RFC	16 hours
		CI	16 hours
		Range Director	8 hours
		Clearance Delivery	24 hours
		VFR	16 hours
		Water Mission	8 hours
		Land Mission	24 hours

88 OSS - WRIGHT PATTERSON CONTROL TOWER			
WEEKDAYS	TOWER	Watch Supervisor	8 hours
		Local Control	24 hours
		Flight Data	24hours
		Ground Control	8 hours
WEEKEND	TOWER	WatchSupervisor	8 hours
		Local Control	24 hours
		Flight Data	24 hours

WILBERT D. PEARSON, JR., Brig Gen, USAF
Director, Operations